

ENVIRONMENTAL ASSESSMENT

**Polaris Missile Training Facility Gantry  
Crane Tower Demolition**

**Ford Island, Pearl Harbor Naval Complex  
O'ahu, Hawai'i**

Commander, Navy Region Hawaii  
July 2005

|   |             |                       |                                   |   |  |
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ENVIRONMENTAL ASSESSMENT

**Polaris Missile Training Facility Gantry  
Crane Tower Demolition**

**Ford Island, Pearl Harbor Naval Complex  
O'ahu, Hawai'i**

Commander, Navy Region Hawaii  
July 2005

DEPARTMENT OF DEFENSE  
DEPARTMENT OF THE NAVY

FINDING OF NO SIGNIFICANT IMPACT (FONSI) FOR ENVIRONMENTAL  
ASSESSMENT (EA) FOR POLARIS MISSILE TRAINING FACILITY GANTRY  
CRANE TOWER DEMOLITION, FORD ISLAND, PEARL HARBOR NAVAL COMPLEX,  
O'AHU, HAWAII

Pursuant to the Council on Environmental Quality Regulations (40 Code of Federal Regulations Parts 1500-1508) implementing the National Environmental Policy Act, and the Office of the Chief of Naval Operations Instruction 5090.1B, the Department of the Navy (Navy) gives notice that an EA has been prepared and an Environmental Impact Statement is not required for the Demolition of the Polaris Missile Training Facility Gantry Crane Tower, Pearl Harbor Naval Complex (PHNC), O'ahu, Hawaii.

**Proposed Action:** Commander, Navy Region Hawaii (CNRH) proposes to demolish the deactivated Polaris Missile Training Facility Gantry Crane Tower adjacent to Building 39 at Ford Island, PHNC, O'ahu, Hawaii. The gantry crane tower is a 39-ft (11.9 m) high steel frame structure that sits atop a four-level 46-ft (14-m) high concrete structure. The concrete structure (also referred to as Polaris Missile Lab) contains a full size Polaris missile launch tube and associated equipment. The gantry crane tower was used to load training missiles into the missile tube. Demolition of the concrete structure is not presently proposed.

The purpose of and need for the Proposed Action is to implement CNRH's policy, as outlined in the Regional Shore Infrastructure Plan (RSIP) Overview to reduce shore infrastructure costs and demolish underutilized facilities. The Proposed Action would also prevent potential safety and health hazards as the gantry crane tower is showing significant evidence of rusting, including areas where supporting beams of the crane are anchored.

**Existing Conditions:** The project site is located within the boundaries of the U.S. Naval Base Pearl Harbor National Historic Landmark (PHNHL). The facility was constructed during the Cold War era as a training facility as part of the U.S. Fleet Ballistic Missile Training Center, Ford Island. The advancement in weaponry had made the facility obsolete; the Navy has not used the facility since 1981.

**Alternatives Analyzed:** Alternatives considered include No Action and Repair. The No Action alternative would not satisfy the purpose and need of the Proposed Action, but provides a

benchmark against which to compare the magnitude of environmental effects of the alternatives. Although not meeting the purpose and need of the Proposed Action, the Repair Alternative preserves a significant Cold War-era facility and it is carried through the environmental analysis for comparison purposes.

**Environmental Effects:** The Proposed Action would have an adverse effect on the PHNHL due to the removal of a significant Cold War-era structure. CNRH has complied with Sections 106 and 110(f) of the National Historic Preservation Act by affording the Advisory Council on Historic Preservation, the State Historic Preservation Officer (SHPO), and other parties the opportunity to consult on the proposed undertaking. SHPO has agreed to the Proposed Action, and executed a Memorandum of Agreement to mitigate impacts. The Proposed Action would not result in significant impacts on the following resources: soils, topography, groundwater, air quality, noise, traffic, marine and terrestrial flora and fauna, utilities, drainage, hazardous and regulated materials, flood hazard, socio-economic factors, and land use compatibility. The Proposed Action would not create environmental health and safety risks that may disproportionately affect children or minority or disadvantaged populations. CNRH has determined that the Proposed Action would not have reasonably foreseeable direct or indirect effects on any coastal use or resource of the State's coastal zone.

**Finding:** Based on information gathered during preparation of the EA, the Navy finds that the proposed demolition of the Polaris Missile Training Facility Gantry Crane Tower at Ford Island, PHNC, O'ahu, Hawaii will not significantly impact human health or the environment.

The EA prepared by the Navy addressing this Proposed Action is on file and interested parties may obtain a copy from: Naval Facilities Engineering Command, Hawaii, 400 Marshall Road, Building X-11, Pearl Harbor, Hawaii 96860-3139 (Attention: Mr. Andy D. Huang, OPHEV3AH), telephone (808) 471-1171, ext. 207. A limited number of copies on compact disk are available to fill single copy requests.

**SEP 08 2005**

Date



C. E. Weaver  
Rear Admiral, U.S. Navy  
Commander, Navy Installations Command

**COVER SHEET**

|                         |   |
|-------------------------|---|
| Proposed Action         | Demolish the deactivated Polaris Missile Training Facility Gantry Crane Tower at Ford Island, Pearl Harbor Naval Complex (PHNC), O‘ahu, Hawai‘i.                        |
| Type of Document        | Environmental Assessment  |
| Lead Agency             | Commander, Navy Region Hawaii (CNRH)  |
| For Further Information | Mr. Andy D. Huang, EV3AH<br>Naval Facilities Engineering Command, Hawaii<br>400 Marshall Road, Building X-11<br>Pearl Harbor, HI 96860-3139<br>Telephone: 471-1171 x207 |

**Summary**

This Environmental Assessment was prepared in accordance with the National Environmental Policy Act of 1969 (42 United States Code §4321, et seq.), as implemented by the Council on Environmental Quality regulations (40 Code of Federal Regulations §1500-1508) and the Office of the Chief of Naval Operations Instruction 5090.1B CH-4, Environmental and Natural Resources Program Manual of June 4, 2003.

CNRH proposes to demolish the Polaris Missile Training Facility (hereafter referred to as Training Facility) Gantry Crane Tower at Ford Island, PHNC, O‘ahu, Hawai‘i. The Training Facility consists of two main sections within an approximate 720 square feet (67 square meters)) footprint: (1) a four-level, 46-foot (ft) (14-meter (m)) high concrete structure; and (2) a steel gantry crane tower, 39-ft (11.9-m) high, atop the concrete structure. The concrete section contains a full size Polaris missile launch tube and associated equipment used for training exercises. The gantry crane tower was used to load the training missiles into the tube. Demolition of the concrete structure is not presently proposed.

The Training Facility was constructed adjacent to Building 39 in 1963 – 1964. It was deactivated after the Polaris missile was phased out in 1981, and has not been used for Navy training for nearly 24 years. The gantry crane tower is currently in a deteriorated condition.

The purpose of and need for the Proposed Action is to implement CNRH’s policies related to reducing shore infrastructure costs and demolishing underutilized facilities. In addition, the Proposed Action is needed to prevent potential safety and health hazards as portions of the tower are showing significant evidence of rusting, including areas where supporting beams of the crane are anchored to the concrete structure. Alternatives considered include Repair and No Action. The Repair Alternative would repair the deteriorated structural elements to eliminate any potential health and safety concern. The No Action alternative would not satisfy the purpose of and need for the Proposed Action, but provides a benchmark against which to compare the magnitude of environmental effects of the alternatives.

The Proposed Action would have an adverse effect on the Pearl Harbor National Historic Landmark due to the removal of a significant Cold War-era structure. CNRH has complied with Sections 106 and 110(f) of the National Historic Preservation Act by affording the Advisory Council on Historic Preservation, the State Historic Preservation Officer (SHPO), and other parties the opportunity to consult on the proposed undertaking. SHPO has agreed to the Proposed Action, and executed a Memorandum of Agreement to establish standards for this action and to document the agreed-upon mitigation of potential adverse impacts.

The Proposed Action would not result in significant impacts on the following resources: soils, topography, groundwater, air quality, noise, traffic, marine and terrestrial flora and fauna, utilities, drainage, hazardous and regulated materials, flood hazard, socio-economic factors, and land use compatibility. The Proposed Action would not create environmental health and safety risks that may disproportionately affect children or minority or disadvantaged populations. The Proposed Action would not have reasonably foreseeable direct or indirect effects on any coastal use or resource of the State’s coastal zone.

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## ACRONYMS AND ABBREVIATIONS

|           |   |
|-----------|---|
| ACHP      | Advisory Council on Historic Preservation                               |
| BMPs      | Best Management Practices   |
| CFR       | Code of Federal Regulations   |
| CNRH      | Commander, Navy Region Hawaii   |
| CRMP      | Cultural Resources Management Plan                                      |
| DoN       | Department of the Navy  |
| EA        | Environmental Assessment  |
| EIS       | Environmental Impact Statement  |
| FEMA      | Federal Emergency Management Agency                                     |
| FONSI     | Finding of No Significant Impact  |
| ft        | foot, feet  |
| HABS/HAER | Historic American Building Survey/Historic American Engineering Records |
| ICRMP     | Integrated Cultural Resources Management Plan                           |
| LBP       | lead-based paint  |
| m         | meter, meters   |
| MOA       | Memorandum of Agreement   |
| NHL       | National Historic Landmark  |
| NHPA      | National Historic Preservation Act                                      |
| NRHP      | National Register of Historic Places                                    |
| NSTCP     | Naval Submarine Training Center Pacific                                 |
| PHNC      | Pearl Harbor Naval Complex  |
| PHNHL     | Pearl Harbor National Historic Landmark                                 |
| RSIP      | CNRH Regional Shore Infrastructure Plan                                 |
| SHPO      | State Historic Preservation Officer                                     |
| USC       | United States Code  |
| WW II     | World War II  |

## **1.0 PURPOSE AND NEED FOR ACTION**

### **1.1 Summary of Proposed Action**

Commander, Navy Region Hawaii (CNRH) proposes to demolish the deactivated Polaris Missile Training Facility (hereafter referred to as Training Facility) Gantry Crane Tower adjacent to Building 39 at Ford Island, Pearl Harbor Naval Complex (PHNC). The gantry crane tower is a 39-foot (ft) (11.9-meter (m)) high steel frame structure that sits atop a four-level 46-ft (14-m) high main concrete structure. The concrete structure, which is known as the Polaris Missile Lab contains a full size Polaris missile launch tube and associated equipment. The gantry crane tower was used to load training missiles into the missile tube. The project area is shown on Figures 1 and 2. Photographs in Figure 3 show the gantry crane tower in its present condition. Demolition of the concrete structure is not presently proposed.

### **1.2 Purpose and Need**

The purpose of and need for the Proposed Action is to implement CNRH's policies, as outlined in the Regional Shore Infrastructure Plan (RSIP) Overview [Department of the Navy (DoN), 2002] to reduce shore infrastructure costs and demolish underutilized facilities. In addition, the Proposed Action is needed to prevent potential safety and health hazards as portions of the gantry crane tower are showing significant evidence of rusting, including areas where the support beams are anchored (Figure 3).

### **1.3 Background**

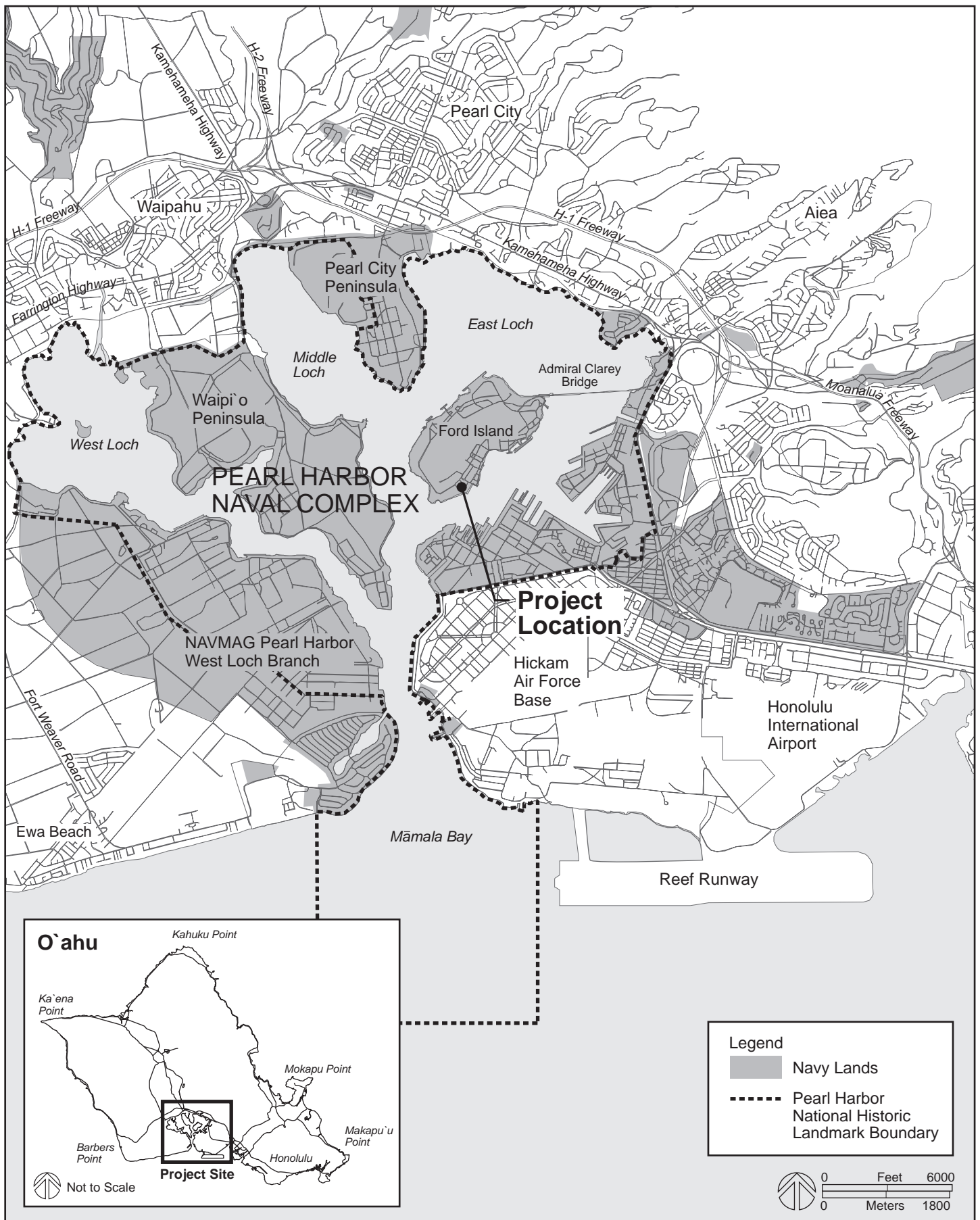
The proposed project site is located at the northeast corner of Building 39 off Lexington Boulevard in the southeast section of Ford Island. The Training Facility was constructed in 1963 – 1964 to support submarine training activities, replicating the submarine missile compartment to simulate shipboard operations. Between 1963 and 1981 the Training Facility housed Submarine Squadron 15 and a U.S. Fleet Ballistic Missile Submarine Training Center. Submarine Squadron 15 was decommissioned in 1981 when the Polaris missile was phased out of service. At that time, the Training Facility was deactivated. The Training Facility has not been used for Navy training for almost 24 years, and has no remaining mission or useful purpose.

### **1.4 Regulatory Overview**

The following is a discussion of the Federal laws and consultations that may be relevant to implementing the Proposed Action.

#### **1.4.1 National Environmental Policy Act**

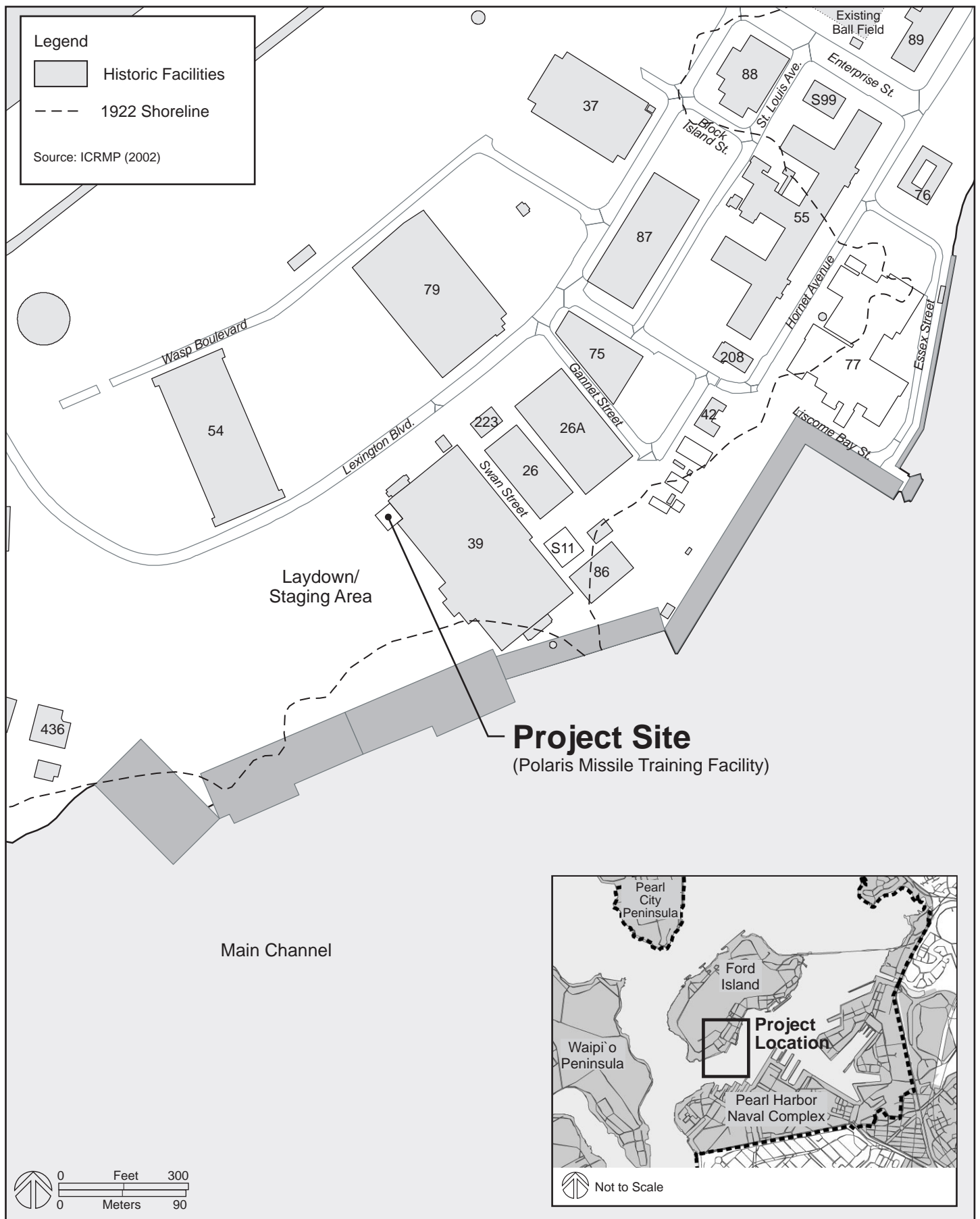
This Environmental Assessment (EA) was prepared in compliance with the National Environmental Policy Act of 1969, 42 United States Code (USC) §4321, as implemented



## Project Location

**Figure 1**

**Polaris Missile Training Facility Gantry Crane Tower Demolition**  
 Environmental Assessment  
 O'ahu, Hawai'i



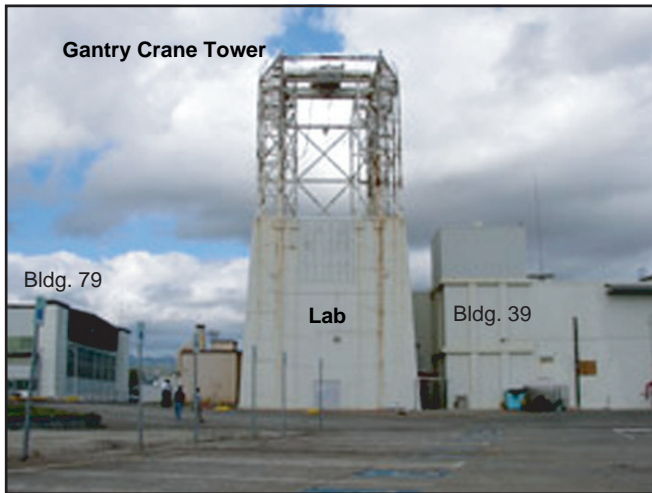
## Facility Location

Figure 2

### Polaris Missile Training Facility Gantry Crane Tower Demolition

Environmental Assessment

O'ahu, Hawai'i



View looks east at Bldg. 39 and the Polaris Missile Training Facility (consisted of the gantry crane tower and the lab)



Close-up view of a rusted bolt holding a support beam of gantry crane tower to the lab concrete structure



Close-up view of a (representative) rusted section of the gantry crane tower



Close-up view of support beams bolted to the side of the lab concrete structure

## Photographs

Polaris Missile Training Facility Gantry Crane Tower Demolition  
Environmental Assessment  
O'ahu, Hawai'i

Figure 3

by the Council on Environmental Quality regulations, 40 Code of Federal Regulations (CFR) Parts 1500-1508 and U.S. Navy guidelines, the Office of the Chief of Naval Operations Instruction 5090.1B CH-4 of 4 June 2003. This EA analyzes the potential impacts of the Proposed Action and reasonable alternatives and is intended to provide sufficient evidence and analysis for determining whether to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI).

#### 1.4.2 Historic Sites Act of 1935

The Historic Sites Act of 1935 (16 USC §461-467) establishes as a national policy the preservation of historic resources, including sites and buildings. This Act led to the establishment of the National Historic Landmarks (NHL) program and the National Park Service Historic American Building Survey/Historic American Engineering Records (HABS/HAER) program that establishes standards for architectural and engineering documentation.

#### 1.4.3 National Historic Preservation Act

The National Historic Preservation Act (NHPA) of 1966, as amended (16 USC §470) recognizes the Nation's historic heritage and establishes a national policy for the preservation of historic properties, as well as the National Register of Historic Places (NRHP). Section 106 of the NHPA requires Federal agencies to take into account the effects of Federal undertakings on historic properties, such as the U.S. Naval Base Pearl Harbor National Historic Landmark (PHNHL), and affords the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on such undertakings. The Section 106 process, as defined in 36 CFR §800, provides for the identification and evaluation of historic properties, for determining the effects of undertakings on such properties, and for developing ways to resolve adverse affects through the process of consultation.

Section 110(b) of the NHPA requires CNRH to ensure timely completion of appropriate records before a historic property is substantially altered or demolished and that such records are then deposited in the Library of Congress for future use and reference. Section 110(f) requires CNRH to undertake actions to minimize harm to the PHNHL and afford the ACHP the opportunity to comment on proposed undertakings within the NHL.

#### 1.4.4 Coastal Zone Management Act

The purpose of the Coastal Zone Management Act (CZMA) of 1972, as amended (16 USC §1451 *et seq.*) is to encourage states to manage and conserve coastal areas as a unique, irreplaceable resource. Federal agency activity within or outside the coastal zone that affects any land or water use or natural resource of the coastal zone shall be carried out in a manner which is consistent to the maximum extent practicable with the enforceable policies of approved State management programs. However, land subject solely to the discretion of the Federal government, such as federally owned or leased property is excluded from the coastal zone. The proponent of the Navy action must determine whether the action would affect any coastal use or resource in a coastal state.

## **2.0 ALTERNATIVES INCLUDING THE PROPOSED ACTION**

### **2.1 Introduction**

This chapter presents a discussion of the Proposed Action and alternatives, and a summary of the environmental consequences of the Proposed Action and alternatives.

### **2.2 Description of Alternatives**

#### **2.2.1 Proposed Action**

The Proposed Action would demolish the existing 39-ft (11.9-m) high gantry crane tower of the Training Facility adjacent to Building 39.

#### **2.2.2 Repair**

Under the Repair Alternative, the deteriorated gantry crane tower would be repaired to eliminate any potential health and safety concerns. The gantry crane tower was originally constructed specifically to support the training function of the Training Facility. The abandonment of the Training Facility was due to advancement in weaponry which made the facility obsolete. However the Repair Alternative would preserve the last remaining Cold War-era facility associated with the Polaris missile system and meets the Navy's Section 110 responsibility to preserve historic structures. Although not meeting the purpose of and need for the proposed action, it preserves a significant Cold War-era facility and it is carried through the environmental analysis for comparison purposes.

#### **2.2.3 No Action**

The No Action Alternative assumes the facility would remain in its current vacant status. The obsolete gantry crane tower would remain, and would continue to deteriorate. The No Action Alternative would not satisfy the purpose and need for the project, and was carried through in the analysis only as a benchmark against which the costs and environmental impacts of the Proposed Action could be compared.

### **2.3 Environmental Consequences of the Proposed Action and Alternatives Analyzed**

Table 1 summarizes the environmental consequences of the Proposed Action, and the Repair and No Action alternatives, as discussed in Chapter 4, Environmental Consequences. Table 1 also summarizes the mitigation measures for the Proposed Action.

**Table 1:  
Summary of Environmental Consequences of the Proposed Action and  
Alternatives**

| Resource Issue  | Proposed Action  | Repair    | No Action  |
|---|--|-----------|------------|
| Cultural Resources  | <p>Adverse effect on the Training Facility (demolition involves permanent removal of the Cold War-era gantry crane tower).</p> <p>No impact on significant historic views and viewplanes.</p> <p>Mitigation: CNRH concluded consultations with the State Historic Preservation Officer (SHPO) and executed a Memorandum of Agreement (MOA) in accordance with 36 CFR §800 to resolve, or mitigate, the adverse effects on historic properties.</p> | No impact | No impact. |
| Soils, topography, groundwater, air quality, noise, marine and biological resources, utilities, storm drainage, traffic, hazardous and regulated materials, flood hazard, socio-economic factors, land use compatibility. | No significant impact. Minor demolition-period impacts related to noise and air quality in the area immediately surrounding the Training Facility.   | No Impact | No impact. |

## 3.0 AFFECTED ENVIRONMENT

This chapter describes the environmental setting and baseline conditions of the environmental resources within the area of the Proposed Action and alternatives.

### 3.1 Overview

The project area is located in the southeast section of Ford Island, within the PHNC, off Lexington Boulevard. Ford Island is about 450 acres (181.2 hectares) in size, about one mile long by ¼-mile wide (1.6 kilometers (km) by 0.8 km wide). During the Cold War era, Pearl Harbor was chosen as a site where a ballistic missile submarine squadron would be trained. Building 39 became one of several facilities at Pearl Harbor used by Naval Submarine Training Center Pacific (NSTCP). From 1963 to 1964 Building 39 was converted to house the U.S. Fleet Submarine Ballistic Missile Training Center in support of the Fleet ballistic missile submarines, which used Polaris missiles as a deterrent during the Cold War in the Pacific. As part of this effort, the Training Facility was constructed immediately adjacent to Building 39.

The Training Facility consists of two main sections within an approximate 720 square feet (67 square meters) footprint: (1) a four-level, 46-ft (14-m) high concrete structure; and (2) a steel gantry crane tower, 39-ft (11.9 m) high, atop the concrete structure. The concrete section contains a full size Polaris missile launch tube and associated equipment used for training exercises. The structure simulated ship-board conditions with submarine-standard floor-to-ceiling heights, steel grate flooring around the missile tube, ladders (steep-pitch metal stairs), and ancillary missile compartment support equipment. This simulator allowed submarine crews while on shore to participate in land-based training, allowing them to load, configure, operate, and maintain the Polaris missile system, as though they were aboard a submarine.

Current land uses in the vicinity of Training Facility include training facilities (Buildings 26, 26A, 39, 54, 86), storage facilities (Building 79), computer system management facilities (Building 87), a fitness center (Building 75), bachelor quarters (Building 55), food outlets (Buildings 75 and 87), and laydown/staging.

Preliminary project scoping indicated that the Proposed Action would not impact most of the environmental resources addressed herein, with the exception of cultural resources. Therefore, this single resource is addressed in greater detail.

**Physical Conditions** (*soils, topography, groundwater, air quality, noise*). Similar to the rest of Ford Island, the topography of the project site is relatively flat, with a gentle slope toward the shoreline (southeast). The existing ground surface of the area surrounding the project site is predominantly paved. Some of the soils at the project site are comprised of mixed fill material, as the area is seaward of the shoreline identified in 1922 (CNRH, 2002) (see Figure 2). The remainder of the site is comprised of coral outcrop, and a thin layer of soil. Ground elevation near the project area is about 12 ft (3.6 m) above mean sea level. There are no potable water aquifers underlying the project area (or elsewhere at Ford Island). Criteria pollutant levels (air quality) in the State of Hawai'i, including PHNC, are well below State and Federal ambient air quality standards. The existing noise environment in the vicinity of the project site is primarily

associated with ambient noise consisting of equipment, machinery, and vehicular traffic associated with general shore-based naval activities in this area of Ford Island.

**Biological Resources** (*marine and terrestrial flora and fauna*). The project site is not adjacent to or within a biologically sensitive area, critical habitat, or wetland. There are no known Federally or State listed endangered, threatened, or candidate terrestrial species within the area of the project site. The affected area does not include any marine environments. There are no critical habitats within or adjacent to the project area.

**Infrastructure** (*utilities, storm drainage, traffic*). The Training Facility is serviced by existing water, and electrical systems. As part of the Ford Island Master Development Agreement, Ford Island Properties, LLC is improving the roadways, wastewater system, telecommunications system, and electrical distribution system on Ford Island. The Navy is improving the potable water system, while Hawaiian Electric Company is responsible for building a new electrical substation and submarine transmission line to Ford Island. Approximately 70 percent of the surface area of Ford Island is paved or covered with structures. Across most of the island, including the project area, storm water sheet flows toward the ocean, or collects in unpaved areas. Vehicular and pedestrian access to Ford Island is from Kamehameha Highway, via the Admiral Clarey Bridge/Ford Island Boulevard.

**Health and Safety** (*hazardous and regulated materials, flood hazard*). Due to the age of the tower, lead-based paint (LBP) is likely present. In addition, the deteriorated condition of metal framing presents a safety concern about the integrity of the tower, suggesting the possibility that sections of the tower could fail and topple, particularly during periods of high wind. At the present time, an area on the southern side of the tower on the ground is cordoned off for this reason. The project area is in Zone D (undetermined flood hazard) on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps. Civil Defense information indicates that the rise in water level within Pearl Harbor due to a tsunami event would be 4 ft (1.2 m) (Department of the Navy, 2002).

**Socio-Economic Factors** (*population; employment; effects on children, disadvantaged and minority populations*). In 2000, the population of the City and County of Honolulu (in which the project area is located) was 876,156 (U.S. Department of Commerce, 2004). In 2003, there were 8,381 active-duty shore-based Navy personnel and 12,515 Navy family members in Hawai'i (State of Hawai'i, 2004, Table 10.07). In 2003, there was an average of 420,400 nonagricultural jobs in the City and County of Honolulu (State of Hawai'i, 2004, Table 10.15). In 2003, there were about 9,293 direct-hire Navy civilian jobs in Hawai'i (State of Hawai'i, 2004, Table 10.07). Because the project area is located within a Navy installation, access to it is restricted to Navy personnel, dependents, contractors, and invited guests. Members of the general population do not frequent the project area.

**Land Use Compatibility**. The project site is near a number of buildings that house other training facilities (Buildings 26, 26A, 86, 54), storage facilities (Building 79), and a large paved area used for staging and laydown.

## 3.2 Cultural Resources

The NHPA defines historic property as “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register...” (16 USC 470w). For the purposes of this EA, “cultural resources” and “historic properties” are used synonymously. The categories of historic properties considered in this EA are properties of traditional cultural significance, archaeological sites, and historic facilities.

The *Pearl Harbor Naval Complex Cultural Resources Management Plan* (CRMP) (DoN, 2000) and the *Integrated Cultural Resources Management Plan* (ICRMP) (DoN, March 2002) provide additional guidance for managing historic Navy properties within the Pearl Harbor area. The CRMP describes the historic resources, assigns categories<sup>1</sup> (ranging from the highest preservation priority to the least) to each facility, and establishes procedures for regulatory compliance. The ICRMP uses the cultural landscape approach to analyze the spatial relationships among natural and man-made features over time. The result is designation of areas as historic management zones and their corresponding planning guidelines to protect and preserve contributing features.

There is little specific information on how Ford Island was used in the pre-contact and post-contact periods. Given the island's lack of a fresh water source, habitation was probably limited to temporary or short-term periods while fishing or collecting *pili* grass for thatching. Sugarcane cultivation began on the island in the early 1800s and ended by 1914 as the island gradually moved into military use. There is no evidence of pre-contact or post-contact archaeological sites on the island today due to past extensive land alteration activities. The Proposed Action is located in an area that was partially filled when the island was expanded to accommodate the construction of additional facilities.

The Training Facility was constructed adjacent to Building 39, in 1963 -1964 as part of the U.S. Fleet Ballistic Missile Training Center, Ford Island, and is deemed eligible for the National Register of Historic Places as a contributing property to the PHNHL. It is currently uncategorized. Classes officially started at this facility in September 1964. The facility is comprised of two main sections: a four-level concrete structure known as the Polaris Missile Lab adjacent to Building 39 topped by a steel gantry crane tower. The Polaris Missile Lab contains a full-size missile tube replicating the tubes that would have been found on ballistic missile submarines. The steel tower supports a crane that was used to load the training missiles into the tube. During the Cold War, this facility served as the primary training center for U.S. Fleet ballistic missile submarine squadrons. The Polaris was the first ballistic missile with digital computer flight guidance (first flown in 1959), and the first submarine launched ballistic missile (first launched in 1960). The Polaris was replaced with the Poseidon (beginning in 1972), and later the Trident I (beginning in 1979). This training facility was deactivated after the Polaris system was removed from service in the early-80s. It has not been used for Navy training since 1981.

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<sup>1</sup> The Pearl Harbor Cultural Resources Management Plan (CNRH, 2000) defines historic categories as follows: I = aspects of the built environment that possess major historic significance and are worth of long-term preservation; II = possess sufficient historic significance to merit consideration for long-term preservation, but do not meet the criteria for assignment to Category I; III = possess sufficient historic significance to merit consideration in planning and decision making, but are not assignable to Category II; IV = do not possess sufficient historic significance or are lacking in importance and are not eligible for the NRHP

Building 39, immediately adjacent to the Training Facility, was constructed at the southern end of Ford Island in 1933 as an Engine and Aircraft Overhaul Shop, and is included in the Aviation Facilities Sub-area of Ford Island, as defined by the ICRMP (DoN, March 2002). The building is associated with the history of the Naval Air Station on Ford Island as well as the needed repair facilities during World War II (WW II). It is currently in use for office space and training purposes.

## 4.0 ENVIRONMENTAL CONSEQUENCES

### 4.1 Overview

This chapter evaluates the probable direct, indirect, short-term, long-term, and cumulative impacts of the Proposed Action, and the Repair and No Action alternatives on relevant environmental resources.

**Physical Conditions** (*soils, topography, groundwater, air quality, noise*). None of the alternatives would involve changes to existing topography. There would be minor short-term impacts to air quality and noise as a result of demolition activities for the Proposed Action and Repair Alternative, but any emissions would be substantially less than the defined significant emission rates. Therefore, any air quality impacts from these emissions are not considered significant. The Proposed Action and Repair Alternative would not cause National/State Ambient Air Quality Standards to be exceeded or be subject to Prevention of Significant Deterioration/New Source Review Regulations, or New Source Performance Standards. The contractor would control airborne dust as required by the Best Management Practices incorporated into the demolition contract documents. Air quality monitoring will take place during demolition activities to assure compliance with all State and Federal regulations. No significant long-term impacts to soils, topography, groundwater resources, air quality, or noise are anticipated or likely for the Proposed Action and Repair Alternative.

The No Action Alternative would not impact any of these resources.

**Biological Resources** (*marine and terrestrial flora and fauna*). There are no critical habitats or jurisdictional wetlands within or adjacent to the project area, and no work would be conducted in or near an ecologically sensitive area. The facility is set back more than 440 feet (134 m) from the nearest harbor waters. None of the alternatives discussed would impact marine or terrestrial flora and fauna or other biological resources, including threatened and endangered species.

**Infrastructure** (*utilities, storm drainage, traffic*). The Proposed Action and Repair Alternative would not result in any change to long-term or current demand on utilities for the Training Facility. The Proposed Action and Repair Alternative would result in a modest increase in vehicular traffic and noise during the demolition period, but this would be a temporary situation. Stormwater drainage would be generally unaffected, with no increase in impervious surfaces under any of the alternatives. There would be no impacts to water quality. The No Action Alternative would have no impacts to these resources.

**Health and Safety** (*hazardous and regulated materials, flood hazard*). Demolition activities associated with the Proposed Action and Repair Alternative would require that LBP (if present) be managed in accordance with applicable State and Federal regulations. All materials determined to be hazardous would be packaged, labeled, marked, stored, transported, treated and disposed of in accordance with all applicable Federal, State and local laws and regulations. Demolition contract terms and conditions would be included to minimize releases to the environment and to protect demolition personnel.

The contractor would dispose of demolition waste at an approved construction and demolition landfill. Recycling and reuse measures are encouraged to divert solid waste from the landfill and minimize waste from the Proposed Action.

The Proposed Action and Repair Alternative are located in Flood Zone D (undetermined flood hazard) as designated on FEMA Flood Insurance Rate Maps; there are no specific requirements for Properties in Flood Zone D.

The No Action Alternative would have no impacts to health and safety, although no action would defer cleanup of hazardous and regulated materials.

**Socio-Economic Factors** (*population; employment; effects on children, disadvantaged and minority populations*). The Proposed Action and the Repair Alternative would not significantly impact long-term population or employment levels in the City and County of Honolulu, or the State of Hawai'i. Short-term employment opportunities would be created to accomplish these actions. The No Action Alternative would have no impacts on any of these factors.

**Land Use Compatibility.** The Proposed Action would remove the gantry crane tower adjacent to Building 39, and there would be no change in use related to the Training Facility. The Repair Alternative would correct any structural deficiencies and health and safety hazards but there also would be no change in use related to the Training Facility. Therefore, there would be no long-term impact to surrounding land uses. There would be short-term compatibility impacts to operations within adjacent structures related to equipment mobilization and noise of construction and demolition activities.

The No Action Alternative would not affect land use.

## 4.2 Cultural Resources

For the purposes of this analysis, significant cultural resources are those properties listed or eligible for listing in the NRHP. As defined in the implementing regulations for Section 106 of the NHPA, impacts of an undertaking on significant cultural resources are considered adverse if they "diminish the integrity of the property's location, design setting, materials, workmanship, feeling, or association" (36 CFR § 800.5(a)(1)). Examples of adverse effects include, but are not limited to, the following:

- Physical destruction, damage, or alteration of all or part of the property (36 CFR § 800.5(a)(2)(i) and (ii));
- Isolation of the property from, or alteration of the character of, the property's setting when that character contributes to the property's qualification for listing on the NRHP (36 CFR § 800.5(a)(2)(iii) and (iv));
- Introduction of visual, audible, or atmospheric elements that are out of character with the property, or alter its setting (36 CFR § 800.5(a)(2)(v));
- Neglect of a property resulting in its deterioration or destruction (36 CFR § 800.5(a)(2)(vi)); and
- Transfer, lease, or sale of the property (36 CFR § 800.5(a)(2)(v)).

The Navy has determined that the Training Facility is eligible for the NRHP based on its association with the Cold War and that this undertaking will have an 'adverse effect' upon the qualities of significance of the PHNHL. In accordance with Section 106, CNRH afforded the ACHP, the SHPO, the National Park Service, the Historic Hawai'i Foundation, and the National Trust for Historic Preservation, the opportunity to consult on the proposed undertaking and to develop measures that would minimize and mitigate the adverse effects on the PHNHL. The ACHP declined to participate because the Proposed Action is an undertaking that would not normally require its involvement in individual Section 106 cases, in accordance with 36 CFR Part 800, Appendix A.

The Proposed Action would not adversely affect historic facilities in the vicinity of the Training Facility. Significant views identified in the ICRMP would remain unaffected. Demolition of the gantry crane tower would return the west face of Building 39 closer to its condition during the WW II era, which is its period of significance.

In accordance with 36 CFR § 800.6(c), the Navy has executed a MOA with the consulted parties, (Appendix A), which stipulates measures for the Navy to carry out in order to minimize and mitigate the adverse effects on the Training Facility. A summary of the stipulations is presented in Section 4.8, Means of Resolving Adverse Effects on Cultural Resources.

The Repair Alternative would comply with the Secretary of the Interior's Standards for rehabilitation. No cultural resources would be adversely affected under the Repair and No Action alternatives.

### **4.3 Cumulative Impacts**

#### **4.3.1 Overview**

Cumulative impacts on environmental resources result from the incremental effects of development and other actions, evaluated in conjunction with other government and private past, present, and reasonably foreseeable future actions. The analysis of cumulative impacts was conducted on a qualitative basis considering the objectives of the ICRMP (DoN, 2002), and the Overview Plan RSIP (DoN, 2002).

The Proposed Action and alternatives would not result in significant direct or indirect adverse effects on the resource areas described in Section 4.1, above, and is not expected to contribute to cumulative impacts on those resource areas, when evaluated in conjunction with the past, present, and foreseeable future actions on Ford Island, which is currently going through a redevelopment. The Ford Island Master Development Agreement (June 2003) between the Navy and Fluor Hawaii created opportunities for island-wide infrastructure improvements and adaptive reuse of the historic assets. Construction projects that are underway include: (1) upgrade of utilities including electrical and communication distribution systems, sewer distribution systems, roadway and other civil upgrades, and (2) adaptive reuse of the historic theater (Building 89) as a conference center. The planned developments on Ford Island include: (1) adaptive reuse of hangar buildings 130, 175 and 175 for the National Oceanic, Atmospheric Administration (NOAA) Pacific Regional Center, (2) adaptive reuse of Seaplane Hangar 37 for the Pacific Aviation Museum, and (3) development of an approximately 40.26-acre

(16.29-hectare) residential and commercial project. Past projects included construction of the Admiral Clarey Bridge in 1998 and the Navy Lodge in 2004.

Neither of the alternatives would alter the existing topography, impact potable water aquifers, or adversely affect biological resources of concern. They would not result in a net increase in utility demand or traffic that is not already contemplated. The Proposed Action would not increase long-term risks to human health and safety and would not impact long-term population and employment levels (other than a very minor increase in employment associated with this action) in the City and County of Honolulu or the State of Hawai'i. The Proposed Action would remove an existing structure not being utilized. As such, land use compatibility will not be affected.

The No Action Alternative and Repair Alternative would fail to eliminate the financial costs associated with the maintenance of an obsolete facility, and existing hazardous and regulated materials would remain in the building. The cumulative impacts of failing to eliminate long-term financial maintenance obligations and risks to human health and safety would be a more costly building maintenance program with a higher potential to affect human health and safety.

#### 4.3.2 Cultural Resources

The Proposed Action would have a cumulative effect on the PHNHL; because demolition of the gantry crane tower would further reduce the number of existing properties that contribute to the significance of the PHNHL. A MOA (Appendix A) was entered into with the SHPO to address the potential effects of the Proposed Action on the PHNHL. The implementation of the conditions of the MOA would mitigate cumulative impacts on the PHNHL.

The No Action Alternative and Repair Alternative would not result in cumulative impacts on the PHNHL.

### **4.4 Possible Conflicts between the Proposed Action and the Objectives of Federal Land Use Policies, Plans and Controls**

#### 4.4.1 Commander, Navy Region Hawaii Regional Shore Infrastructure Overview Plan

The RSIP Overview Plan is intended to direct future planning and management decisions. The guiding principles of the plan emphasize:

- Protection of operational capabilities and mission readiness
- Reduction of shore infrastructure costs and the reuse, divestiture or demolition of underutilized facilities
- Optimized land use/facility locations

The RSIP Long Range Land Use Plan identifies the area in the vicinity of the Training Facility to be used for training purposes.

The Proposed Action is consistent with the guiding principles of the RSIP Overview Plan while the No Action Alternative and Repair Alternative are not consistent with the RSIP guiding principles.

#### 4.4.2 Coastal Zone Management Act

CNRH has determined that none of the alternatives would have reasonably foreseeable direct or indirect effects on any coastal use or resource of the State's coastal zone. Therefore, no documentation is required to be submitted to the Hawai'i Coastal Zone Management Program Office.

## 4.5 Relationship of Short-Term Uses and Long-Term Productivity

This section lists the trade-offs between short-term and long-term gains and losses due to the Proposed Action. “Short-term” refers to the demolition period; “long-term” refers to the operational period.

The Proposed Action and Repair Alternative would have the following short- and long-term gains and losses:

### Short-term

- Short-term air quality, noise and traffic impacts during demolition activities.
- Short-term parking dislocation during construction and demolition activities with occasional minor increases in noise levels from equipment operation.
- Short-term economic gains associated with construction and demolition-period employment.

### Long-term

Long-term loss of historic 1960's-era equipment accessory to a missile-training simulator (Proposed Action).

- Long-term economic gains by eliminating maintenance costs (Proposed Action).
- Long-term reduction in shore infrastructure and demolition of underutilized facilities (Proposed Action).

The No Action Alternative and Repair Alternative would preserve an obsolete, vacant, and unproductive facility, as well as continue the maintenance cost associated with the inefficient operation of the project area.

## 4.6 Irreversible and Irretrievable Commitment of Resources

Resources that are committed irreversibly or irretrievably are those that cannot be recovered if the action is implemented. The Proposed Action would irretrievably and irreversibly alter an historic property. The Proposed Action and Repair Alternative would utilize fiscal resources, labor, and construction equipment, to implement the demolition or repair of the gantry crane tower.

The No Action Alternative and Repair would commit fiscal resources irreversibly and irretrievably to the continuing maintenance of a deteriorating structure.

## 4.7 Energy Requirements and Conservation Potential

The Proposed Action and Repair Alternative would have an insignificant net increase in the energy budget for PHNC during demolition. The No Action Alternative would avoid immediate energy use for demolition.

The Proposed Action and Repair Alternative would also comply with the following Executive Orders relating to energy conservation:

**Executive Order 13101, Greening the Government through Waste Prevention, Recycling, and Federal Acquisition**

Executive Order 13101 (14 September 1998) is intended to improve the Federal government's use of recycled products and environmentally preferable products and services. It states that pollution that cannot be prevented or recycled should be treated in an environmentally safe manner. Disposal should be employed only as a last resort.

The Proposed Action and Repair Alternative would incorporate efficient waste handling and provisions for recycling waste products. Demolition debris will be recycled to the maximum extent possible. The remaining demolition debris will be disposed of at a State-permitted disposal facility by the contractor.

**Executive Order 13123, Greening the Government through Efficient Energy Management**

Executive Order 13123 (3 June 1999) requires the Federal government to improve its energy management for the purpose of saving taxpayer dollars and reducing emissions that contribute to air pollution and global climate change. Federal agencies are required to reduce greenhouse gas emissions; reduce energy consumption per square foot of facility; strive to expand use of renewable energy; reduce the use of petroleum within its facilities; and reduce water consumption.

The Proposed Action and Alternatives would have no impact on the long-term energy requirements for the deactivated Training Facility.

**4.8 Compliance with Other Executive Orders**

This section describes how the Proposed Action and Alternatives comply with other relevant Executive Orders.

**Executive Order 12898, Environmental Justice**

Executive Order 12898 (11 February 1994) and the Secretary of the Navy Notice 5090 (27 May 1994) require the Navy to identify and address the potential for disproportionately high and adverse human health and environmental effects of their actions on minority and low-income populations.

The subject facility is located in an industrialized area within PHNC, an active military installation. The general population is that of a working military base. The Proposed Action and Repair Alternative are not expected to adversely impact minority or low-income populations or housing, or to raise environmental justice concerns. The No Action Alternative would have no impacts.

**Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks**

Executive Order 13045 (21 April 1997) requires Federal agencies to make it a high priority to identify and assess environmental health and safety risks that may disproportionately affect children; and ensure that its policies, programs, activities, and

standards address disproportionate risks to children that result from environmental health or safety risks.

Children are not known to frequent the project site. For the Proposed Action and Repair Alternative, demolition would remove or abate any hazardous and regulated materials present in the gantry crane tower, to minimize exposure risks to all personnel. For the No Action Alternative, the gantry crane tower would continue to be secured against unauthorized entry, the current practice of cordoning off areas adjacent to the tower would continue. In this manner environmental health or safety risks to children would be minimized, and would not be greater than those for adults.

### **Executive Order 13148, Greening the Government through Leadership in Environmental Management**

Executive Order 13148 (21 April 2000) requires Federal agencies to meet goals and requirements in the following areas: environmental management; environmental compliance; right-to-know and pollution prevention; release and use reductions of toxic chemicals and hazardous substances; reductions in ozone-depleting substances; and environmentally beneficial landscaping.

Under the Proposed Action and Repair Alternative, removal and disposal of demolition debris containing hazardous substances would be performed according to State and Federal requirements in order to eliminate harm to humans and the environment from the release of pollutants. Under the No Action Alternative, any hazardous materials present in the facility would not be disturbed.

## **4.9 Means of Resolving Potentially Adverse Effects on Cultural Resources**

This EA identified adverse effects on cultural resources from the Proposed Action. The MOA (Appendix A) includes the following stipulation to mitigate the adverse effects on the Training Facility.

- Prior to demolition, CNRH shall complete a draft report of Level III photo documentation of the Polaris Missile Lab and the Crane Tower and the associated Building 39 in accordance with the Historic American Engineering Record (HAER) standards and specification. The HAER report shall be carried out by or under the direction of an architectural historian or historical architect who meets the professional qualifications for Architectural Historian or Historical Architect under the Secretary of the Interior's Historic Preservation Professional Qualification Standards (Federal Register Vol. 62, No. 119, p. 33713-33714, 33719, 1997). The recordation shall include available existing drawings including elevations, plans, sections, significant details, building description and its historical context, and large-format photography producing archivally stable, perspective corrected, black and white photographs of overall views and details of important interior and exterior features of the structure. SHPO will have 21 calendar days from date of receipt to review the draft HAER submittal. A copy of the finalized HAER report will be provided to the SHPO and any requesting consulting party.

- CNRH will consider the use of liquid applied elastomeric material, such as Hydro-stop, on the roof of the (remaining concrete structure) Polaris Missile Tower Training Facility to prevent further water infiltration into the facility.

## **5.0 AGENCIES CONSULTED**

### **Federal**

Advisory Council on Historic Preservation  
National Park Service

### **State of Hawai'i**

Department of Land and Natural Resources, State Historic Preservation Officer

### **Other**

Historic Hawai'i Foundation  
National Trust for Historic Preservation

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## 7.0 LIST OF PREPARERS

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## **APPENDIX A**

# **MEMORANDUM OF AGREEMENT**

**MEMORANDUM OF AGREEMENT (MOA)  
BETWEEN THE COMMANDER NAVY REGION HAWAII  
AND THE  
HAWAII STATE HISTORIC PRESERVATION OFFICER  
REGARDING THE PROPOSED DEMOLITION OF THE POLARIS MISSILE  
TRAINING FACILITY GANTRY CRANE TOWER  
PEARL HARBOR NAVAL COMPLEX, FORD ISLAND, HAWAII**

WHEREAS, Commander Navy Region (COMNAVREG) Hawaii proposes the project "Demolition of the Polaris Missile Training Facility Gantry Crane Tower" at the Pearl Harbor Naval Complex, Ford Island Hawaii (hereafter referred to as the Undertaking); and

WHEREAS, the Undertaking would require the removal of the gantry crane tower (hereafter referred to as the crane tower) that is part of the Polaris Missile Training Facility attached to Building 39, Ford Island. The crane tower is a deteriorated open steel frame tower with an attached 30-ton winch, formerly used to move practice Polaris missiles. The Polaris Missile Training Facility was used to train the off-boat crews from ballistic missile submarines on deterrent patrols in the Pacific; and

WHEREAS, COMNAVREG Hawaii has established the Undertaking's area of potential effects (APE) defined at 36 CFR § 800.16(d), to be limited to the immediate visible range within the former seaplane hangar area on the southern third of Ford Island; and

WHEREAS, COMNAVREG Hawaii has determined that the Undertaking will have adverse effects on the Polaris Missile Training Facility which pursuant to 36 CFR § 800.4(c)(2) COMNAVREG Hawaii has determined from recent surveys by qualified professionals that the missile training facility attached to Building 39 is eligible for the National Register of Historic Places as contributing property to the U.S. Naval Base Pearl Harbor National Historic Landmark; and

WHEREAS, pursuant to 36 CFR §800.6(c)(2), COMNAVREG Hawaii has invited National Trust for Historic Preservation (NTHP) and Historic Hawaii Foundation (HHF), to sign this MOA as concurring parties; and

WHEREAS, COMNAVREG Hawaii has consulted with the Hawaii State Historic Preservation Officer (SHPO) in accordance with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations (36 CFR Part 800) to resolve the adverse effects on historic properties; and

WHEREAS, pursuant to 36 CFR §800.6(a)(1)) and Section 110(f) of the NHPA, 16 U.S.C. 470h-2(f), COMNAVREG Hawaii has notified the Advisory Council on Historic Preservation (ACHP) and ACHP declined to participate in the consultation; and

WHEREAS, pursuant to Section 800.6(c) of the regulations, 36 CFR Part 800, which implements the National Historic Preservation Act (NHPA), 16 U.S.C. 470f, Section 106 and Section 110(f) of the same Act, 16 U.S.C. 470h-2(f), the entities listed above have been invited to sign this MOA; and

NOW, THEREFORE, COMNAVREG Hawaii and the SHPO agree that upon COMNAVREG Hawaii's decision to proceed with the Undertaking, COMNAVREG Hawaii shall ensure that the following stipulations are implemented to fulfill the NHPA and to take into account the effects of the Undertaking on historic properties.

## STIPULATIONS

COMNAVREG Hawaii shall ensure that the following stipulations are implemented:

### I. DOCUMENTATION

Prior to demolition, COMNAVREG Hawaii shall complete a draft report of Level III photo documentation of the former training facility including the Polaris Missile Lab and Crane Tower, as well as the associated Building 39 in accordance with the Historic American Engineering Record (HAER) standards and specification (<http://www.cr.nps.gov/habs/haer/habs/habsstan.htm>). The HAER report shall be carried out by or under the direction of an architectural historian or historical architect who meets the professional qualifications for Architectural Historian or Historical Architect under the Secretary of the Interior's Historic Preservation Professional Qualification Standards (Federal Register Vol. 62, No. 119, p. 33713-33714, 33719, 1997). The recordation shall include available existing drawings including elevations, plans, sections, significant details, building description and its historical context, and large-format photography producing archivally stable, perspective corrected, black and white photographs of overall views and details of important interior and exterior features of the structure. SHPO will have 21 calendar days from date of receipt to review the draft HABS submittal. A copy of the finalized HAER report will be provided to the SHPO and any requesting consulting party.

### II. PROJECT DESIGN

COMNAVREG Hawaii will consider the use cap flashing and liquid applied elastomeric material, such as Hydro-stop on the roof of the Polaris Missile Tower Training Facility to prevent further water infiltration into the facility.

### III. RESOLVING OBJECTIONS

A. Should the Hawaii SHPO or any consulting party object in writing to COMNAVREG Hawaii regarding how the proposed Undertaking is carried out or the manner in which the terms of this MOA are carried out, COMNAVREG Hawaii shall consult with the objecting party to resolve the objection. If COMNAVREG Hawaii determines that the objection cannot be resolved, COMNAVREG Hawaii shall forward all documentation relevant to the dispute to the ACHP, including COMNAVREG Hawaii's proposed response to the objection. Within thirty days after receipt of all pertinent documentation, the ACHP will:

1. Advise COMNAVREG Hawaii that it concurs with COMNAVREG Hawaii's proposed response, whereupon COMNAVREG Hawaii shall respond to the objection accordingly; or
2. Provide COMNAVREG Hawaii with recommendations pursuant to 36 CFR § 800.2(b)(2) which COMNAVREG Hawaii shall take into account in reaching a final decision regarding the dispute; or
3. Notify COMNAVREG Hawaii that it will comment pursuant to 36 CFR § 800.7(c) and proceed to comment on the subject in dispute.

B. Should the ACHP not exercise one of the above options within thirty days after receipt of all pertinent documentation, COMNAVREG Hawaii may assume that the ACHP concurs in the proposed response to the objection.

C. COMNAVREG Hawaii shall take into account the ACHP's recommendation or comment provided in accordance with this stipulation with reference only to the subject objection. COMNAVREG Hawaii's responsibility to carry out all actions under this MOA that are not the subject of the objection shall remain unchanged.

#### IV. DURATION

A. This MOA shall become effective upon execution of COMNAVREG Hawaii, and the SHPO, and shall terminate at the completion of the Undertaking or until terminated under Stipulation VI. COMNAVREG Hawaii will notify all parties to the MOA in writing when its actions have been completed and that the MOA has been terminated.

#### V. DISCOVERIES

A. If during the performance of the Undertaking, previously unidentified historic properties are discovered, COMNAVREG Hawaii shall make reasonable efforts to avoid, minimize or mitigate adverse effects to such properties. COMNAVREG Hawaii shall determine actions that can be taken to resolve adverse effects, and notify the SHPO that has requested to be notified within 48 hours of the discovery by telephone, followed by written notification to be sent by facsimile. The notification shall include an assessment of National Register eligibility and proposed actions to resolve potential adverse effects.

B. The SHPO shall respond within 48 hours of the notification. All access by representatives of this organization will be subject to reasonable requirements for identification, escorts (if necessary), safety, and other administrative and security procedures.

C. COMNAVREG Hawaii will take into account recommendations regarding National Register eligibility and proposed actions, and then carry out appropriate actions. COMNAVREG Hawaii shall provide the SHPO, Native Hawaiian organizations and the ACHP a report of the actions when they are completed.

## VI. AMENDMENTS

Any signatory may propose to COMNAVREG Hawaii that this MOA be amended, whereupon COMNAVREG Hawaii shall consult with the other signatories to consider such an amendment. 36 CFR § 800.6(c)(7) shall govern the execution of any such amendment.

## VII. TERMINATION

If any signatory determines that the terms of this MOA cannot be or are not being carried out, the signatories shall consult to seek amendment of this MOA. If this MOA is not amended, any signatory may terminate it. COMNAVREG Hawaii shall either execute a new MOA with signatories under 36 CFR § 800.6(c)(1) or request comments from the ACHP under 36 CFR & 800.7(a).

## VIII. ANTI-DEFICIENCY

The Anti-Deficiency Act, 31 USC 1341, prohibits federal agencies from incurring an obligation of funds in advance of or in excess of available appropriations. Accordingly, the parties agree that any requirements for the obligation of funds arising from the terms of this agreement shall be subject to the availability of appropriated funds for that purpose, and that this agreement shall not be interpreted to require the obligation or expenditure of funds in violation of the Anti-Deficiency Act.

SIGNATORIES:

COMMANDER, NAVY REGION HAWAII

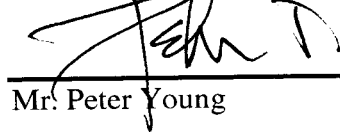


RDML Michael Vitale  
Commander Navy Region Hawaii

7/5/05

Date

HAWAII STATE HISTORIC PRESERVATION OFFICER



Mr. Peter Young

Date

6/8/05

CONCURRING PARTIES:

NATIONAL TRUST FOR HISTORIC PRESERVATION

Mr. Paul Edmondson  
Vice President and General Counsel

Date

HISTORIC HAWAII FOUNDATION

Mr. David Cheever

Date